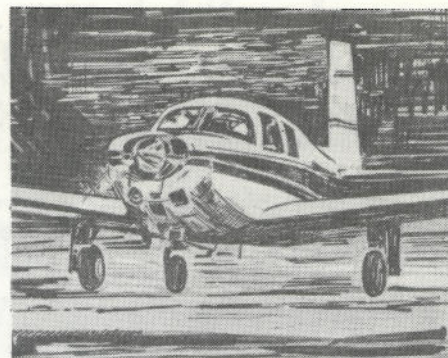


Montana and the Sky

Vol. 31, No. 8

MONTANA AERONAUTICS DIVISION

August, 1980



We Need Your Help!

We recently received the draft of our new Montana Aeronautical Chart for proofing. We would appreciate any pilots who are in the Helena area to stop in and help us.

Please take a few moments of your time and review the chart for any corrections, additions or changes that you might notice.

It is our desire that the aeronautical chart be as accurate as possible—with your help it will be!

**Don't forget the
Halloween
Air Race!**

**Call Patti in
Great Falls
for details**

452-8800

Halloween Air Race Set

The fourth annual VFR Halloween Air Race has been confirmed for October 4, 1980, according to air race chairman Patti Thompson.

The race, open to Montana pilots only, will have four classes of aircraft competing in the handicap event for a chance to share in the estimated cash purse of \$4,000. They are: Class IA, single and twin engine RG with cruise speed 171 mph and up; Class IB, single engine RG with cruise speed up to 170 mph; Class II, single engine fifth gear with cruise speed up to 150 mph; and Class III, single engine fifth gear with cruise speed 151 mph and up.

Entry fees range from \$95 to \$195 according to size, which includes one night's lodging in Jackpot, Nevada, a Saturday afternoon awards party, a Saturday night dinner show, a Sunday buffet and tips for all pilots and crew members. All regular seats of the aircraft must be filled.

Prizes will be awarded to three or more places in each class, plus cash awards for the oldest and youngest pilot, oldest and newest private license, and pilot bringing in the most new entries, passenger prizes, oldest plane entered in the race, the plane using the least fuel in the 420 mile trip, and the last plane to arrive in Jackpot.

Please contact Patti Thompson, 2824 4th Ave. So., Great Falls, MT 59405, (406) 452-8800, for entry blanks and further details.

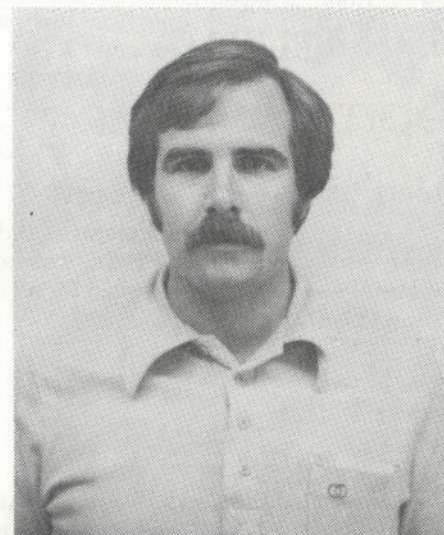
Density Altitude Seminar

In conjunction with a joint Idaho-Montana Civil Air Patrol exercise, the FAA is sponsoring a density altitude seminar at Yellowstone Airport in West Yellowstone, Montana.

Don Paul, Accident Prevention Specialist, said that Friday evening, 8 p.m., August 22nd, will begin the seminar with a program on "Tips on Mountain Flying." The following day the program on density altitude effect will begin at 9 a.m. and last until mid-afternoon.

For those who will be flying in to West Yellowstone there is a free campground area available.

For further details contact Don Paul, GADO FAA, in Helena 449-5270.



Ron Dent, new Yellowstone Airport Manager at West Yellowstone.

Administrator's Column

It was with a great deal of regret to have Ted Mathis resign as Yellowstone Airport Manager. Ted has provided a high caliber of management to the Yellowstone Airport for the last six years and has been a tremendous asset to the Aeronautics Division and will be greatly missed. He has accepted the position of Assistant Airport Manager for the Helena Airport. We wish him the very best in his new job.

As replacement for Ted we have hired Ron Dent. Ron comes with experience as Assistant Manager of Jackson Hole Airport, Jackson Hole, Wyoming. If you are in the West Yellowstone area be sure to stop in and introduce yourself to Ron.

★ ★ ★ ★ ★

The Schafer Meadows Fly-In was one of the best in years. Approximately 25 airplanes carrying close to 80 people flew in for the event.

During the fly-in the Montana Aeronautics Board held their regular bi-monthly meeting. It was a good opportunity for those in attendance to meet the board members. Several individuals brought up subjects of importance to the aviation community that would otherwise not have been addressed.

It was great to have Frank and Rose Wiley at the fly-in also. Frank was instrumental in the Schafer Meadows airstrip development.

During the work session on Saturday afternoon new windsocks were installed, the wind standards were painted, rocks were picked from the runway, gopher holes were filled, and the fence surrounding the runway was repaired. I would like to thank the many participants in the work session. The airport certainly needed it!

Photographs of the fly-in will be in the next issue of *Montana and the Sky*.

★ ★ ★ ★ ★

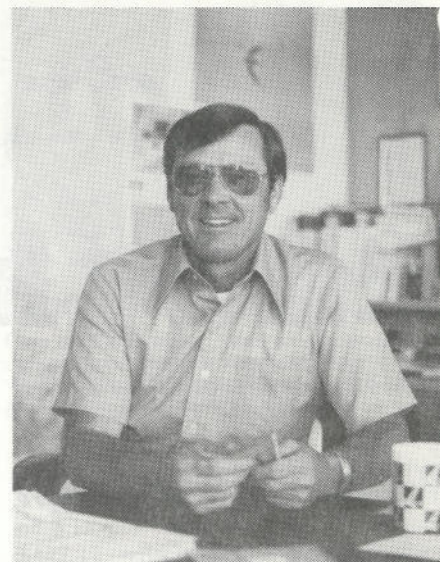
I attended the Wolf Point Fly-In on July 12th. This fly-in was held in conjunction with the Wolf Point Stampede and many people from the area flew in. There were also people from town who came out to the airport for a "cowboy" breakfast. See photos on page 7.

★ ★ ★ ★ ★

As you can see by the pictures and story on page 6 the Third Annual Beacon Star Antique Airfield Fly-In was again a success. Frank and Billy Bass certainly are to be commended for all of their efforts in making the fly-in a good time for all.

★ ★ ★ ★ ★

I attended the Terry Fly-In and Airport Dedication on Sunday, July 13. The fly-in breakfast was well attended and most everyone stayed to enjoy the dedication, sky-diving, spot landing and flour bombing contests. See photos on page 3.



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Creative Press

Terry Airport Dedication and Fly-In

On July 13 Terry hosted the official dedication of their new 4,300 foot paved runway. Over 25 aircraft flew in from over a dozen communities to help celebrate.

Aerial contests were held including:

A flour-sack bombing event, with participants given two attempts to "bomb" a 50-foot target from an altitude of 500 feet. Dale Palowski of Circle won the event.

A spot-landing contest with a prescribed approach and trophies for those touching down nearest the line on the runway. Larry Luckinbill, Columbus, won this event and also received an award for being the newest pilot at the fly-in.

Awards were also presented to Bic Hansen, as the oldest licensed pilot and to Fred Williams, Baker, who has been flying since 1936.

Glendive-based sky divers were on hand to perform two exhibition parachute jumps. Radio-controlled model airplanes were also put through paces in an aerobatic exhibition with Roger Burback and Bob Rein at the remote controls.

The Terry Chamber of Commerce served breakfast courtesy of the Airport Board. Following the breakfast Bruce Kalfell spoke on the airport improvements, how the airport was managed and the impact of the airport on the local community.

The Airport Authority is to be congratulated on a fine fly-in and dedication, and particularly for their interest in maintaining and upgrading their airport.



Bruce Kalfell, Chairman of the Terry Airport Board Commission, spoke during the dedication ceremonies.



It was a beautiful day in Terry as the crowd watched the special events during the airport dedication and fly-in.



Roger Burback was one of the two gentlemen manning the controls on the radio-controlled model airplanes pictured here.



Dale Palowski, Circle, won the flour-sack bombing contest at the Terry Airport Dedication and Fly-In.



Larry Luckinbill, Columbus, received a trophy for placing first in the spot landing contest during the fly-in.

Mountain Search Pilot Clinic

The Montana Aeronautics Division will be sponsoring the Second Annual Mountain Search Pilot Clinic on September 26, 27, and 28. Last month's issue of *Montana and the Sky* stated that this clinic was tentatively scheduled for September 19, 20, and 21. However, due to conflicts it is necessary to change those dates to September 26, 27, and 28.

The purpose of this clinic is to provide valuable mountain flight training as it relates to search techniques for downed aircraft. Ground school as well as dual flight instruction in the rugged mountains east of Kalispell will be offered. The Division will host the first 30 registered volunteer mountain search pilots registered for the clinic.

All pilots are invited to attend the ground school programs being held on Friday and Saturday evenings, however, due to several limitations the dual flight instruction will only be provided to our registered volunteer mountain search pilots.

Trust Fund Legislation

Rep. Barry M. Goldwater, Jr. (R-CA) introduced a bill to separate the Airport and Airways Trust Fund from the federal budget. H.R. 7611 would make collection and spending of aviation user tax *independent of deficit-type federal programs* that are prone to budget cuts and spending constraints. It would also halt the administration's practice of holding the funds surplus hostage to make the federal budget appear smaller, and allow it to be used for user benefits. Cosponsors already include Reps. Burton, Clausen, Ertel, Fary, Glickman, Harkin, Harsha, Levitas, Lewis, Livingston, Lloyd, Moore, Roe, Royer, Schuster, Snyder and Taylor. Ask your congressmen to join them.

Veterans Benefits

Veterans still have a chance to retain flight training benefits. Full House of Representatives consideration of the veterans education benefits bill (H.R. 7394) has slipped to later this month so there may be time to urge congressmen to reinstate flight training portions. A Senate-passed bill reduced the present 90% federal share of training costs to 60% while the House Veterans Affairs Committee version would eliminate government aid entirely. It should be pointed out that eliminating flight training would not save the government money. Vets are still eligible for educational assistance and can just spend the education funds somehow else—like basketweaving, for instance.

(AOPA Newsletter)

Calendar

August 24 — Baker Hangar Fly-In. Breakfast, spot landings, flour bombing and a model airplane show are on the agenda. For further information contact Russ Culver, 778-2422.

September 21 — White Sulphur Springs Airport Dedication and Breakfast Fly-In.

September 26 to 28 — Mountain Search Pilot Clinic. Please note the change in date. See article this page.

September 26 and 27 — North Dakota Flying Farmers Convention, Art Clair Motel, Devils Lake, N.D.

September 26 to October 5 — Montreal International Air Show. Mirabel Int'l. Airport, Montreal, Quebec, Canada. Contact Nick Bonamy (514) 337-5500 for further details.

October 3 to 5 — Montana Flying Farmers Convention, Colonial Inn, Helena.

October 4 — Halloween Air Race.

October 22 — FAA — Pilots Listening Session, Billings. Further details in next issue of *Montana and the Sky*.

Soaring Long

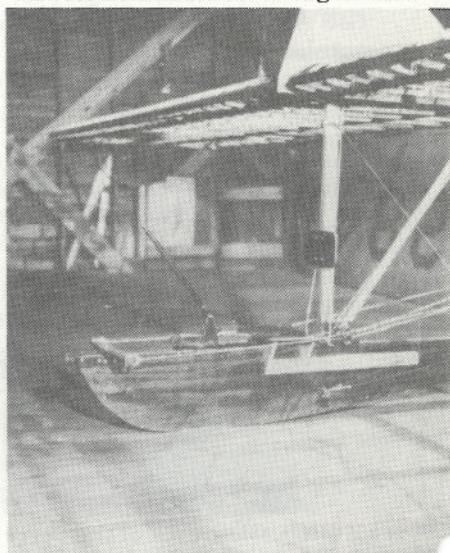
Arthur Hoem, 1894-1960, didn't receive much publicity about his accomplishments. He was a quiet but determined man who was the first known to have flown by soaring plane over the continental divide back in 1933.

Arthur worked 40 years as a mechanical engineer for the Anaconda Copper Mining Company in Butte. With his mechanical ability and interest in flying he built two gliders in an old abandoned school near Anselmo Mine northwest of Butte.

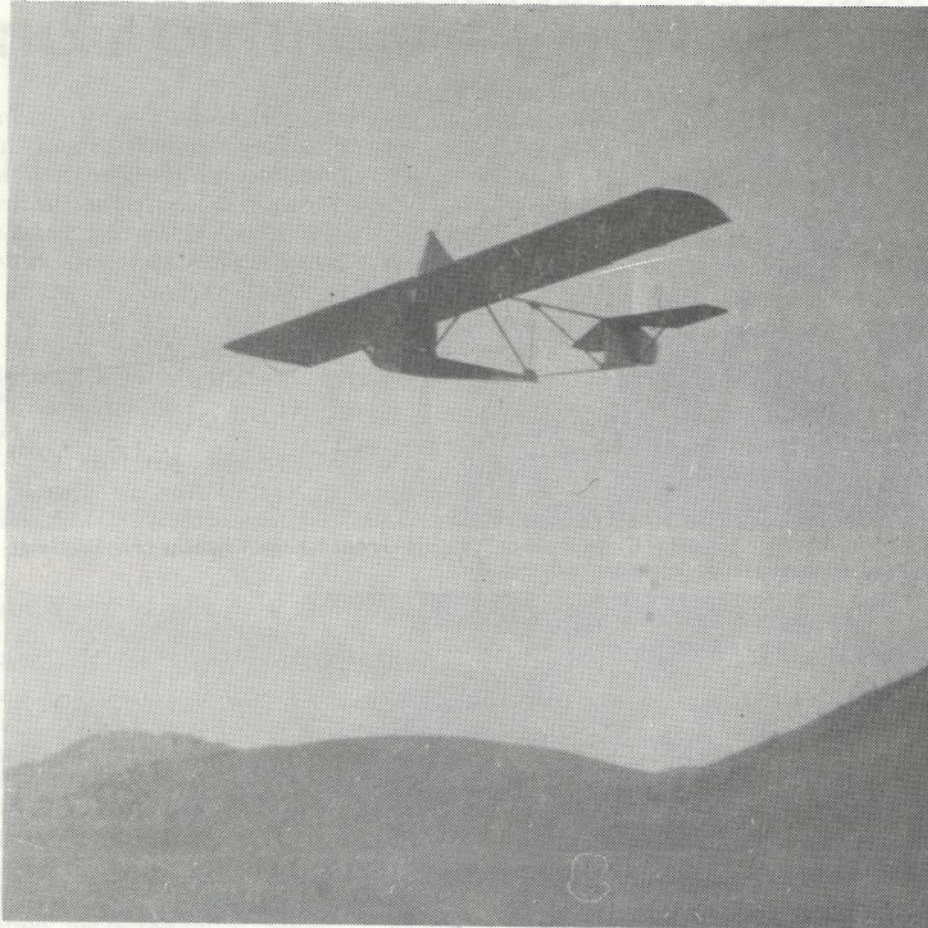
The gliders were designed so that they could easily be carried by pickup truck and assembled at the desired location. Once assembled the glider would hitch up with a tow line to the truck and be pulled until airborne. This, of course, necessitated the skid be made of strong metal, as wheels were not used.

During the summer of 1933, Arthur, Preston Ramsey, Rober Craver, Warren Palmerlee, and about four others, all from Butte hauled the glider to a spot near Gregson called "the Hump." They assembled the glider and proceeded to accomplish the first glider flight over the divide.

We would like to thank the Hoem family for the use of the photographs and for details surrounding the event.



Close up of the metal skid used on the glider.



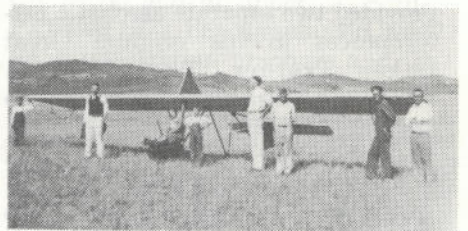
Flying high! Notice the tow line.



Jean Carver, Butte, smiled pretty as she posed while sitting on the glider.



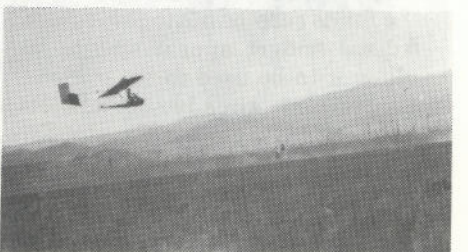
The pick up truck in on the left was used to tow the glider.



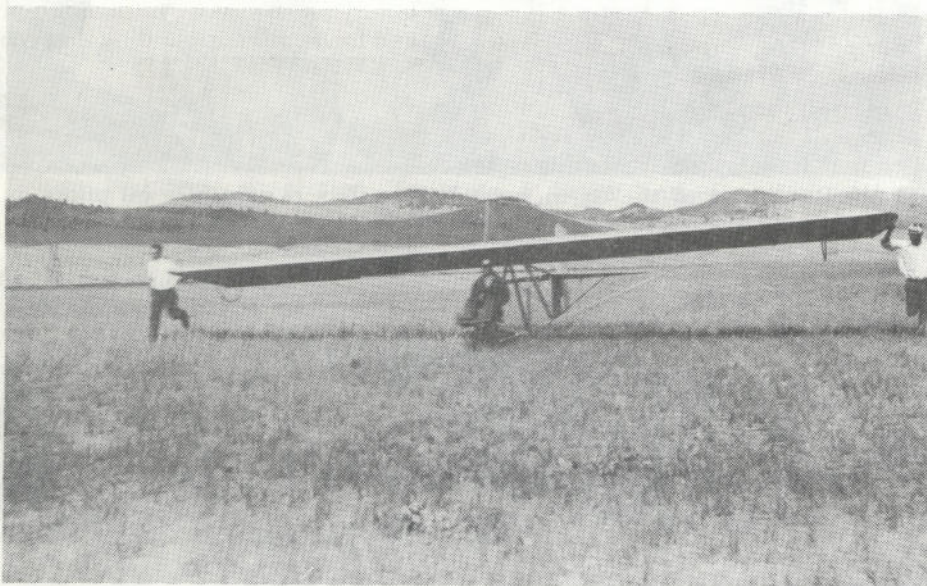
Around eight people were on hand to witness the crossing of the divide in 1933.



The old school house near Anselmo Mine where Hoem's gliders were built.



We're up!



Two men assisted in keeping the wings level until the glider was airborne.

Third Annual Beacon Star Antique Airfield Fly-In

Frank Bass did it again! On July 19 and 20 Frank hosted the Third Annual Beacon Star Antique Airfield Fly-In. And, as in the past, there was good attendance, an excellent airshow and plenty of good fellowship. There were approximately 70 aircraft that flew in for the occasion and close to 300 people in attendance.

The fly-in began Friday with many airplanes arriving and the participants setting up their tents beside their airplanes. On Saturday evening a no-host steak fry sponsored by the Montana Chapter of the AAA was served.

That evening a dance was held in the hangar with excellent attendance. Music was provided by Grant Rader and Larry and Lalonne Larson.

On Sunday Al Newby, "The Flying Grandfather" from Belgrade, provided two separate aerobatic performances in his original Great Lakes Trainer. The Bozeman Skydiving Team was also on hand to open the airshow.

Ann and Don Pellegrino from Sioux City, Iowa were also on hand. Ann's name may be familiar since she's the lady who duplicated Amelia Earhart's historic flight. She flew the same type of aircraft (a Lockheed Electra) over Amelia's round-the-world trip. Ann has since written a book entitled, *Iowa Takes to the Air*, which is available at most book stores.

The fly-in concluded Sunday afternoon with a business meeting of the Montana Chapter of the Antique Airplane Association.



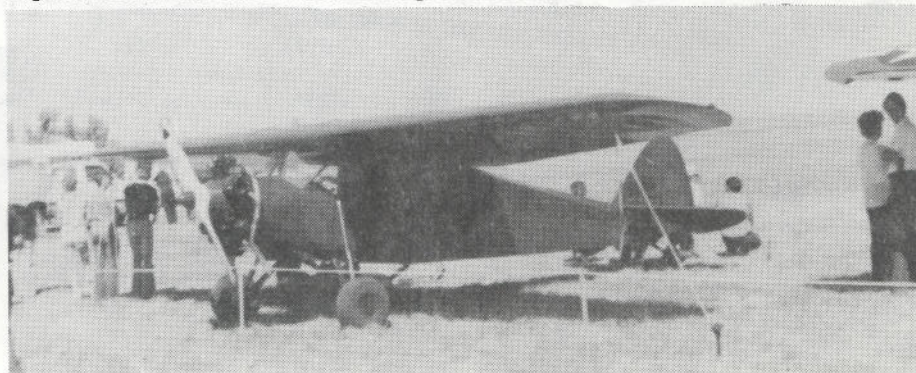
During the fly-in Fred Lark (left), owner of KXLO in Lewistown, provided live radio coverage with Frank ready to give details of the airshow.



Al Newby "The Flying Grandfather", in his Great Lakes Trainer provided outstanding aerobatics Sunday afternoon.



Frank Bass, host of the fly-in, provided a safety briefing for all pilots on departure out of Beacon Star Antique Airfield.



Frank owns this 1929 Kari Keen.

Airport Frequencies

By: Jerry Burrows
Aviation Representative

The following is extracted from *Advisory Circular 90-42B*.

Recommended Traffic Advisory Practices. As standard operating practice, all inbound traffic should continuously monitor the appropriate field facility frequency from 10 miles to landing. Departure aircraft should monitor the appropriate frequency from start of taxi until 10 miles from the airport unless the FARs or local procedures require otherwise.

Recommended Procedures

Facility at Airport	Frequency
1. Unicom Operator (No Tower)	Communicate with UNICOM operator on 122.7, 122.8 or 123.0 as appropriate. If unable to contact UNICOM operator, use appropriate UNICOM frequency to broadcast position or intentions in the blind.
2. Unicom Operator (Tower controlled fields only)	Communicate on 122.95
3. Part-time Tower Closed, FSS Closed	Broadcast position or intentions in the blind on tower frequency.
4. FSS Closed (No Tower)	Broadcast position or intentions in the blind on 123.6.
5. No Tower, FSS or UNICOM Operator	Broadcast position or intentions in the blind on 122.9.
6. Part-time Tower Closed, FSS Open	Communicate with FSS on tower frequency for airport information. At non-FAA tower locations use 123.6.
7. FSS Open (No Tower)	Communicate with FSS on 123.6 for airport information.

Communications with UNICOM Station

In communicating with a UNICOM station the following practices will help reduce frequency congestion, facilitate a better understanding of pilot intentions and location in the traffic pattern, and enhance safety of flight:

1. Select the correct UNICOM frequency.
2. Call for runway in use approximately 10 miles from the airport. Listen on the frequency prior to transmitting since you may be able to pick up the runway in use and eliminate the need to make a transmission.
3. State the identification of the UNICOM station you are calling in each transmission.
4. Make sure you receive a response from the station being called since many stations and aircraft at other airports transmit on the same UNICOM frequency.
5. Speak slowly and distinctly.
6. To the extent practicable, confine your conversation to operational matters.
7. UNICOM frequency assigned to uncontrolled airports should not be used for air-to-air communications.

Sailplane Homebuilders Organizing

Rob Smith of Pascagoula, Mississippi, Chairman of an ad hoc Committee studying the formation of a potential division under the Soaring Society of America (SSA), reports that interest is high among sailplane homebuilders for an organization to service their specific needs.

Many sailplane enthusiasts are also Experimental Aircraft Association (EAA) members and don't intend to disband from that organization, but feel the need for performance and construction information on soarable aircraft.

Interested persons are invited to contact SSA, Box 66071, Los Angeles, CA 90066 and/or Robert E. Smith, P.O. Box 1372, Pascagoula, MS 39567 for a registration brochure and further information.



During the Wolf Point Fly-In Betty Long (left) and Gail Johnson were busy cooking breakfast.



Lela Derr was responsible for collecting donations for the fly-in breakfast at Wolf Point. Floyd Johnson is gladly complying.

Aircraft Use Tax

Certain aircraft related federal excise taxes that would have expired on July 1, 1980, have been extended through September 30, 1980, by recently enacted Public Law 96-298, the Internal Revenue Service announced the middle of July.

The new law extends through September 30, 1980, the following excise taxes that are reported on Form 720, Quarterly Federal Excise Tax Return: the 8 percent tax on transporting persons by air, the 5 percent tax on transporting property by air, the \$3 a person international air facilities tax, the 7 cents a gallon tax on noncommercial aviation fuel and the 3 cents a gallon tax on noncommercial aviation gasoline.

P.L. 96-289 also extends until

October 31, 1980, the filing date of Form 4638, Federal Use Tax Return on Civil Aircraft, which is used to report and pay the annual aircraft use tax for any use after June 30, 1980. Accordingly, Form 4638, which is usually sent to filers in July, will be mailed at a later date.



Ted and Connie Mathis (foreground) were honored by the airport tenants and employees at a surprise going-away banquet.



One of the honors bestowed upon Ted at the banquet by Mark Miller was a "handsome" t-shirt reading "World's Greatest Airport Manager."

2,500 copies of this public document were published at an estimated cost of \$.18 per copy, for a total cost of \$447.17, which included \$230.00 for printing and \$217.17 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

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August, 1980

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